

POLICE TRAFFIC SERVICES

I. PROGRAM OVERVIEW

Every year, nearly 75 percent of fatal and injury-combined collisions involve the top five Primary Collision Factors (PCF): driving under the influence (DUI) of alcohol or other drugs, speed, auto right-of-way, stop signs, and signals and improper turning (see PCF Table). The number of victims is well above the number of collisions themselves. Preventing and reducing collisions, and therefore reducing the numbers of fatality and injury victims is the major focus of OTS grants. Achieving fatality and injury reduction goals is accomplished through multifaceted approaches to the comprehensive traffic safety problems, e.g., speed, DUI, and nighttime collisions. Seatbelt and child passenger safety restraint enforcement and outreach efforts, speed-enforcement operations, deployments of radar trailers, school and civic presentations serve to culminate in a reduction in the numbers of fatality and injury victims in specific collisions.

Alcohol is the number one PCF in fatal crashes. According to California's Statewide Integrated Traffic Records System (SWITRS) provisional data for 2006, 32,676 people were killed or injured in alcohol-involved crashes. In addition, the number of alcohol-involved fatal victims increased one percent in 2006 from 1,574 to 1,596, however, alcohol-involved traffic injuries' victims decreased one percent from 30,798 to 31,080. The National Highway Traffic Safety Administration (NHTSA) estimates two out of every five drivers will be involved in an alcohol-related collision during their lifetime.

Speed is consistently the top PCF annually collectively for both fatal and injury collisions. SWITRS 2006 provisional data shows that unsafe speed was the PCF in 29 percent of all fatal and injury collisions. As the speed of the vehicle increases, so does the probability of injuries and deaths if the vehicle is involved in a collision. The number of total fatal and injury collisions for unsafe speed decreased 5.51 percent from 58,943 in 2005 to 55,695 in 2006. Unsafe speed is a major contributor to roadway fatality and injury victims.

PRIMARY COLLISION FACTORS (PCF)

Primary Collision Factor	2006*		2005	
	Fatal	Injury	Fatal	Injury
1. Speed	589	55,106	607	58,336
2. Driving Under the Influence	838	15,385	857	14,957
3. Auto Right-of-Way	257	31,622	245	33,997
4. Improper Turning	724	25,485	754	25,855
5. Traffic Signals & Signs	204	16,267	202	17,159
Total	2,612	143,865	2,665	150,304
Total Fatal and Injury Collisions	146,477		152,969	

**This is provisional data and is subject to change*

TOTAL VICTIMS KILLED AND INJURED IN COLLISIONS

2006*	Fatalities	Injuries
Injuries and Fatalities	4,195	277373
Total Fatalities and Injuries	281,568	

**This is provisional data and is subject to change*

Traffic-related fatalities and injuries decreased five percent in 2006. California's 2006 mileage death rate (MDR, fatalities per 100 million vehicle miles traveled) decreased three percent from 1.31 in 2005 to 1.27 (provisional data) in 2006.

Compliance with California's seat belt law increased to 93.4%percent in 2006. However, in 2006, 67.5 percent of all vehicle occupants killed were wearing safety restraints. Had all occupants involved in fatal collisions been wearing seat belts, almost half the fatalities and serious injuries could have been prevented (NHTSA Sudden Impact, *An Occupant Protection Fact Book*).

SWITRS provisional data shows that vehicle occupants under age four accounted for 39 fatalities and 2,732 injuries in 2006. When used correctly, child safety seats are 71 percent effective in preventing fatalities, 67 percent in reducing the need for hospitalization and 50 percent effective in preventing injuries (NHTSA, *Occupant Protection Idea Sampler 1994*).

Illegal street racing is not just a great annoyance to the public; it exposes the public, spectators, and racers themselves to extreme hazards. Serious problems of deaths and injuries due to illegal street racing affect all major California cities. It is estimated that during 2008, illegal street racing attributed to over 100 traffic fatalities. As high as that number appears, the problem is actually significantly underreported due to the need for reporting reforms.

The topic of aggressive driving has received an enormous amount of attention from the media and law enforcement agencies nationwide. According to results of a statewide survey conducted by the California Highway Patrol (CHP) in 1999, there is a direct correlation between the incidence of aggressive driving and congestion. OTS and CHP recognize two definitions of aggressive driving. Simple aggressive driving (committed by a majority of motorists) which involves such vehicle code violations as speed, weaving in and out of traffic, unsafe lane changes, driving the shoulder, unsafe passing, cutting the gore point, following too closely, or reckless driving. The second category is known as violent aggressive driving (road rage), which involves physical altercations between drivers, running another motorist off the road, brandishing a weapon, ramming or clipping another vehicle, throwing objects from a vehicle (at another person or vehicle), or a physical confrontation between motorists.

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NHTSA reports that 25 percent of all police reported crashes involve some sort of driver inattention and driver distraction accounts for 50 percent of these collisions. Major driver

distractions include eating or drinking, putting on make-up, reading, adjusting the radio, cassette, or CD, and dialing or talking on a cellular phone.

II. ACTION PLANS

Police Traffic Services (PTS) is an essential element in any state or community traffic safety program. With few exceptions, other program components depend on the participation and cooperation of the enforcement community. Police departments should improve and broaden the level and quality of this cooperative effort to the maximum extent possible. Besides giving law enforcement agencies the ability to start effective selective traffic enforcement programs (STEPS), PTS grants include training and appropriate enforcement of DUI, driver license, and occupant restraint laws.

Local police departments who secure a PTS grant first complete a systematic program that starts with the identification and analysis of specific traffic problems that occur in a community. Grantees categorize collisions by type, Primary Collision Factor, age, and by time and location of their occurrence. An internal assessment of the department's current level of traffic enforcement and education is conducted by comparing their activity with the objectives listed on the "OTS Blueprint." After identifying specific collision related problems and assessing their current level of traffic enforcement and education, police departments develop appropriate performance goals and objectives and depict the personnel and equipment needed to reduce their traffic safety problems.

Many local police departments lack the information, technical assistance, equipment, and personnel to give their communities an effective speed control program, frequent sobriety checkpoints, and traffic safety education and enforcement programs. OTS provides grants to local police departments that range from \$15,000 up to \$1,180,000 and include the funding of traffic officers, personnel, overtime, equipment, and public information and education materials.

III TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS as it directly relates to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2008 Highway Safety Plan. Funding allocated to this task provides for the printing of brochures and pamphlets, distributing literature and media materials developed through successful grants, or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in technology transfer workshops, training sessions, or educational meetings or conferences.

TASK 2 - SELECTIVE TRAFFIC ENFORCEMENT AND EDUCATION PROGRAM (STEEP)

157/402/406/410

Funds in this task provide for personnel, equipment, and operating costs to conduct traffic safety enforcement and education. The primary goals include the reduction of the number of persons killed in alcohol-involved, speed-related, hit-and-run and nighttime collisions. Other goals are to increase seat belt, child safety seat, and bicycle helmet usage rates.

To bring successful elements of a PTS program together, there must be a well-organized community effort. The central purpose of the community effort approach is to organize an effective community response to collision-related problems by involving public agencies, private organizations, and community-based organizations. Under such a program, a community uses both public and private resources to understand and attack all of its significant traffic safety problems. OTS will continue funding 14 local grants initiated in prior years into fiscal year 2008 and commence funding 16 new grants.

Grant #	Fund	Agency	FFY 2008 Funds
PT0601	402	Capitola	\$0
PT0607	402	Redlands	\$24,004.00
PT0608	402	Cathedral City Police Department	\$78,986.85
PT0609	402	Norco	\$0.00
PT0610	402	Rialto	\$0.00
PT0611	402	Oceanside	\$32,900.00
PT0614	402	Oxnard Police Department	\$0.00
PT0618	402	Fullerton Police Department	\$59,324.84
PT0625	402	Rio Vista	\$21,373.05
PT0626	402	Imperial	\$8,049.00
PT0634	402	Ontario	\$0.00
PT0707	406	Monterey Park	\$120,20.00
PT0729	406	Folsom	\$45,000.00
PT0763	406	Escondido	\$313,197.54
PT0725	410/402/406	Long Beach	\$342,825.00
PT0803	410/402/406	Arvin	\$95,332.00
PT0804	410/402/406	Manteca	\$131,479.00
PT0805	410/402/406	Suisun City	\$305,720.00
PT0808	410/402/406	Mountain View	\$51,800.00
PT0811	410/402/406	Farmersville	\$104,023.00
PT0820	410/402/406	Woodland	\$166,658.00
PT0822	410/402/406	Whittier	\$236,428.00
PT0824	410/402/406	Temecula	\$102,994.00
PT0827	410/402/406	Fairfield	\$208,336.00
PT0828	410/402/406	Riverside	\$287,521.00
PT0830	410/402/406	Baldwin Park	\$148,992.00
PT0831	410/402/406	Patterson	\$166,665.00

Grant #	Fund	Agency	FFY 2008 Funds
PT0832	410/402/406	Ceres	\$125,258.00
PT0833	410/402/406	Clovis	\$253,770.00
PT0836	410/402/406	San Luis Obispo	\$239,448.00
PT0838	410/402/406	Shafter	\$108,404.00

TASK 3 - CALIFORNIA HIGHWAY PATROL

OTS awards grants to the CHP in an effort to reduce over represented fatal collisions where the PCF has been identified. CHP is the lead agency in California for traffic education and enforcement. OTS will continue funding one local grant initiated in prior years into fiscal year 2008 and commence funding three new grants in fiscal year 2008. These grants will combat speed and alcohol-related collisions, reduce truck-at-fault collisions, provide enforcement of occupant restraint laws, and provide the means to actively and efficiently enforce traffic laws, while providing a traffic safety public awareness campaign.

163

PT0507 - CALIFORNIA HIGHWAY PATROL SAFE HIGHWAY COALITIONS PROJECT

The grant aims to reduce vehicle-related fatalities and injuries along four high-collision highway (corridor) segments. This grant, with implementation phases that begun March 1, 2005, and ending December 21, 2007, includes both a public education and awareness campaign and enhanced enforcement directed at reducing selected corridor fatalities and injuries. Local coalitions/task forces comprised of local, regional, state, and/or federal organizations and agencies, will be formed to address each corridor issues by comprehensively evaluating both causes and possible remedies. The coalitions/task forces will establish fatality and injury reduction specific goals on each of the four corridors and develop safety action plans for implementing short and or long term solutions individually tailored. Educational and promotional materials will be distributed. Fixed-wing aircraft and road patrol enforcement will be deployed on overtime along each corridor. The focus of the enforcement efforts will be on those violations which most commonly cause collisions, or which may aggravate the consequences of those collisions, such as speeding and right-of-way violations. (\$267,741)

PT0818 - CALIFORNIA HIGHWAY PATROL START SMART FOR ALLIED AGENCIES (SSAA)

This project will export the California Highway Patrol's Start Smart Teen Driver Safety Education Program to allied agencies statewide. The Start Smart program is a form of driver safety education for newly licensed teen drivers 15-19 years of age. Start Smart presentations emphasize how best to prevent and/or react to the driving dangers members of this age group are likely to encounter. CHP will train allied law enforcement agency representatives statewide in proven methods of delivering effective Start Smart presentations. Each allied agency will be provided with training and template materials to enable them to reproduce and present the Start Smart program independently. (\$277,374.00)

PT0819 - CALIFORNIA HIGHWAY PATROL STREET RACING TRAINING

Over the past few years California Highway Patrol area offices have reported a steady

increase in street racing and side show activity. This grant will provide Police Officer Standards and Training (P.O.S.T.) certified Street Racing and Modified Vehicle field certification training to officers throughout the state. Included in the training will be several specialized enforcement operations designed to reduce the number of fatalities and injuries attributed to street racing and the side show activities that accompany it. (\$365,025.00)

**PT0826 - CALIFORNIA HIGHWAY PATROL
SAVING LIVES IN CALIFORNIA (SLIC) II**

The California Highway Patrol will implement an enforcement program to combat fatal/injury speed-caused collisions, including those involving motorcycles. The project seeks to reduce such collisions and victims impacted by various percentages from corresponding 2006 totals. Strategies include greatly enhanced enforcement augmented by air support and a broad public awareness campaign. Various strategies will include radar trailer deployments, safety presentations, news conference/releases, and paid media. Concentrated enforcement will also be employed within selected CHP commands requesting additional resources to address specific local speed-related problems. (\$1,519,806.00)

402

**PT0621 - CALIFORNIA HIGHWAY PATROL
MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM, THREE-DIMENSIONAL ANALYSIS
EQUIPMENT (MAIT-3D)**

This grant focuses on increasing the effectiveness and efficiency of the CHP's MAIT teams. It does so by updating and deploying fully integrated, turn-key data capture and visualization equipment and providing training in the use of that equipment. The acquisition, training, support, and deployment of three-dimensional (3D) laser technology to the CHP MAIT program will expedite the department's complex collision investigations and reopen roadways sooner, as collision investigators will require less time while gathering more information. (\$0)

**PT0813 - CALIFORNIA HIGHWAY PATROL
TRI-VALLEY TRAFFIC SAFETY CHALLENGE**

The Tri-Valley area is composed of the communities of Danville, Dublin, Livermore, Pleasanton, San Ramon, and is within the jurisdiction of the California Highway Patrol (CHP) Dublin Area office. It includes Interstates 580 and 680. Population increases and the resultant congestion has brought about an increase in fatal and injury collisions. The grant will enable the CHP to work in concert with local law enforcement agencies to reduce speed and DUI violations, encourage safe driving habits among mature motorists, and advocate proper occupant restraint. Participating agencies will coordinate enforcement to tackle a specific problem (e.g., speed) for an enforcement period, then address another (e.g., DUI) for the next enforcement period, etc. throughout the project period. (\$271,374.00)

**PT0825 - CALIFORNIA HIGHWAY PATROL
SAFE HIGHWAY COALITIONS II**

The California Highway Patrol (CHP) will conduct safety corridor projects to reduce vehicle-related fatalities and injuries along two high-collision highway (corridor) segments. The first corridor has been identified in the CHP Sonoma Area; the second is State Route 12 within the CHP Golden Gate and Valley Divisions. This project includes both a public education and awareness campaign and enhanced enforcement directed at reducing fatalities and injuries on the selected corridors. Local task forces comprised of interested parties from local, regional, state, and/or federal organizations and agencies will be formed to address the issues on each corridor by comprehensively evaluating both causes and possible remedies. The task forces will establish specific goals for fatality and injury reduction on

each of the corridors and develop Safety Action Plans for implementing short and/or long-term solutions individually tailored to each corridor. Fixed-wing aircraft and road patrol enforcement will be deployed on overtime along each corridor. The focus of the enforcement efforts will be on those violations which most commonly cause collisions on the identified corridors, or which may aggravate the consequences of those collisions, such as speeding and right-of-way violations. (\$251,227)

406

**PT0427 - CALIFORNIA HIGHWAY PATROL
INLAND DIVISION CORRIDOR SAFETY PROJECT (IDCSP)**

The grant provides funding for the following: enforcement and public information campaign peace officer and staff overtime; helicopter and fixed-wing pilots and observers overtime; graphic designer; senior photographer; television specialist; communications support; and, clerical support. Further, the grant provides funding for travel, contractual services for allied agencies and California Department of Transportation, paid media, and equipment. The equipment includes desktop computers, LCD projectors, three solar-powered radar detection displays, and a radar trailer. Other direct costs funded include fees for using task force meeting facilities, promotional materials, educational materials, aircraft operations, corridor signs, traffic radar units, radar trailers, and aircraft operating costs to focus on reducing fatal and injury collisions. The overall goals of the grant are to decrease reportable fatal and injury collisions by three percent, on two segments of Interstate 15 that are under construction. A local task force will convene for the corridor to identify at least two factors negatively impacting traffic safety on the corridor, and to identify potential short-term, and long-term solutions. Once the potential solutions are identified, the task force will work to implement at least two of the solutions on the corridor. (\$779 for local benefit)

**PT0735 - CALIFORNIA HIGHWAY PATROL
SAVING LIVES IN CALIFORNIA (SLIC)**

The California Highway Patrol (CHP) will implement a statewide grant to combat fatal/injury speed-collisions, including those involving motorcycles. The grant seeks to reduce such collisions and victims by various percentages from corresponding 2004 totals. Strategies include greatly enhanced enforcement augmented by air support and a broad public awareness campaign (radar trailer deployments, safety presentations, news conference/releases, paid media, etc.). Concentrated enforcement will also be employed within selected CHP commands requesting additional resources to address specific local speed-related problems (e.g., street racing). Overtime for Officers will be used to conduct these operations. (\$2,376,154)

TASK 4 - ENFORCEMENT/ENGINEERING/ANALYSIS TEAM

402

**PT0829 - UNIVERSITY OF CALIFORNIA, BERKELEY
TRAFFIC SAFETY EVALUATIONS FOR CALIFORNIA COMMUNITIES**

The Institute of Transportation Studies, Technology Transfer Program's goal is to reduce the number and severity of crashes on local streets and highways in California by providing free expert technical assistance to local enforcement and engineering staff. They will improve local traffic safety programs efficiency and effectiveness and recommend solutions for high crash sites. More than thirty (30) community evaluations will be performed. University staff oversee and evaluate performance of teams, market the program to cities and counties, and disseminate appropriate best practices. (\$518,781)

TASK 5 - AGGRESSIVE DRIVER PROGRAMS

OTS will fund 3 grants addressing the problems of illegal street racing in communities with a disproportionate illegal street racing problem. Illegal street racing is not just a great annoyance to the public; it also exposes the public, spectators, and racers themselves to extreme hazards due to the high speeds. OTS established a Regional Task Force conducting highly publicized “large-scale” enforcement operations targeting violations for “speed contests” and illegally modified engines and emissions systems modified to enhance competitiveness during illegal street racing. Personnel conduct surveillance before, during, and after the illegal street-racing enforcement actions to support the following: anticipate gatherings, identify veteran and new-comer participants, establish patterns of activity, assess criminal activity, identify individual groups within crowds, locate probation violators, and identify major violators. OTS established a comprehensive “train the trainer” program. This program provides each police department an officer who will help integrate and institutionalize the expertise necessary. This expertise includes identifying illegally modified vehicles as part of routine patrol duties.

402

Grant #	Fund	Agency	FFY 2008 Funds
PT0809	402	Irwindale	\$160,561
PT0812	402	Ontario	\$320,000
PT0816	402	Elk Grove	\$280,000

TASK 6 - LOCAL LAW ENFORCEMENT ENHANCEMENT PROGRAMS

157/402/410

OTS will continue funding 38 grants initiated in prior fiscal years and 14 new grants during fiscal year 2008. Funds in this task provide for the purchase of sobriety checkpoint and visible display radar trailers, changeable message signs, radar and laser speed monitoring devices, other traffic safety equipment, educational items, personnel positions and overtime. The primary goals of this task are to increase seat belt compliance, traffic safety education and awareness, and decrease speed, intersection, red light, and alcohol-involved collisions.

Grant #	Fund	Agency	FFY 2008 Funds
PT0603	402	East Palo Alto	\$9,012.00
PT0604	402	Daly City Police Department	\$16,436.60
PT0616	402	Gardena	\$0.00
PT0636	402	Brentwood	\$96,000.00
PT0638	402	Cotati	\$15,936.61
PT0839	402	Mammoth Lakes	\$173,711.00
PT0738	406	Roseville	\$84,222.28
PT0745	406	Crescent City	\$50,417.00
PT0701	410/402/406	Delano	\$16,344.00
PT0704	410/402/406	American Canyon	\$15,726.85

Grant #	Fund	Agency	FFY 2008 Funds
PT0705	410/402/406	Anderson	\$81,993.80
PT0709	410/402/406	Blythe	\$92,917.00
PT0711	410/402/406	Fresno	\$431,435.18
PT0712	410/402/406	Santa Cruz	\$176,790.00
PT0713	410/402/406	Seaside	\$100,973.00
PT0716	410/402/406	Chico	\$137,026.00
PT0719	410/402/406	Bakersfield	\$161,981.93
PT0722	410/402/406	Visalia	\$137,780.00
PT0723	410/402/406	Chula Vista	\$159,729.00
PT0724	410/402/406	Brawley	\$95,327.00
PT0726	410/402/406	Sonora	\$49,006.50
PT0731	410/402/406	San Bernardino	\$308,324.00
PT0732	410/402/406	Pomona	\$341,388.98
PT0734	410/402/406	San Rafael	\$147,145.00
PT0736	410/402/406	Rocklin	\$24,676.03
PT0737	410/402/406	Claremont	\$197,597.00
PT0742	410/402/406	Yuba City	\$67,173.60
PT0743	410/402/406	Exeter	\$35,297.00
PT0744	410/402/406	Dana Point	\$78,692.00
PT0746	410/402/406	Stockton	\$248,191.66
PT0750	410/402/406	Los Angeles	\$576,000.00
PT0753	410/402/406	Murrieta	\$115,019.00
PT0754	410/402/406	Lathrop	\$43,880.00
PT0755	410/402/406	San Luis Obispo	\$20,802.00
PT0757	410/402/406	El Cajon	\$175,936.00
PT0758	410/402/406	Azusa	\$83,402.00
PT0760	410/402/406	Santa Ana	\$219,049.60
PT0766	410/402/406	Selma	\$70,092.92
PT0801	410/402/406	Ontario	\$377,185.00
PT0802	410/402/406	Newport Beach	\$347,320.00
PT0806	410/402/406	Santa Monica	\$250,000.00
PT0807	410/402/406	Redlands	\$182,344.00
PT0810	410/402/406	Glendale	\$133,200.00
PT0814	410/402/406	Napa	\$307,905.00
PT0817	410/402/406	La Mesa	\$115,605.00
PT0821	410/402/406	Elk Grove	\$173,381.00
PT0823	410/402/406	Turlock	\$335,587.00
PT0834	410/402/406	Oakland	\$253,745.00
PT0835	410/402/406	Alameda	\$229,633.00
PT0837	410/402/406	Fountain Valley	\$80,041.00
PT0841	410/402/406	Hayward	\$233,376
PT0762		Pasadena	\$0.00

TASK 7 - VEHICLE IMPOUND PROGRAMS

Four continue from fiscal year 2007 and two new grants will begin in fiscal year 2008. These agencies were selected based on a disproportionate number of collisions classified as alcohol-involved, hit-and-run and nighttime. These grants will impound for up to 30 days, the vehicles of unlicensed drivers, who have never been issued a license, and drivers with a suspended or revoked license.

The Vehicle Impound Program seeks to reduce traffic crashes involving drivers with suspended or revoked licenses. Grant activities include DUI/Driver's License checkpoints and special enforcement operations targeting those who continue to drive with a suspended or revoked license. A "Hot Sheet" program to notify patrol and traffic officers to be on the lookout for identified repeat DUI offenders with suspended or revoked licenses as a result of DUI convictions, and "Stakeout" operations to observe the "worst of the worst" repeat DUI offender probationers with suspended or revoked driver licenses. Additionally, "Court Sting" operations may be conducted to cite individuals driving from court after having their license suspended or revoked.

The primary goals are to reduce collisions that are alcohol-involved, hit-and-run, and nighttime related. In addition, these grants will strive to increase conviction rates for habitual DUI offenders that continue to drive with suspended or revoked licenses.

Grant #	Fund	Agency	FFY 2008 Funds
PT0703	157	Huntington Park	\$124,664
PT0717	157	Susanville	\$154,380
PT0739	157	Calexico	\$93,183
PT0740	157	Modesto	\$600,000
PT0815	402	Long Beach	\$221,944
PT0840	402	Los Banos	157,784